



8219 Camino Paisano NW
Albuquerque, NM 87120
505 328 9032
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Subject: FAA Authorization to use the Approaches at Horseshoe Bay, TX, KDZB

To: Malibu/Mirage Safety and Training Foundation Seminar Participants

Fellow Pilots

The authorization process for using privately developed instrument approaches changed in 2012.

Previously, the procedure owner (in this case Horseshoe Bay airport) would provide paper copies of the procedures for your use and that was all that was required.

The new process requires the procedure owner authorize the procedure's use in writing. The user then takes the owner's written authorization to the local FAA who evaluates the request and then issues individual/specific approval to use the procedures in a letter of authorization (signed by the FSDO Manager).

Those documents are attached and must be carried in the aircraft if the procedure is used. Electronic copies (Ipad) are permitted.

The graphic approach plates/diagrams are not available/included in your Jeppesen or NOCA subscriptions and are not available in Foreflight etc... The approach procedures are included in your GPS databases.

Typical weather patterns during the period suggest you will need to use the procedures at some point. Please ensure your databases are current.

Please note that this letter of authorization extends only to the MMSTF activities. If you elect/desire to use the procedures outside of MMSTF activities you should complete the process as an individual. I am fortunate to have a number of good friends in the FSDO who processed our hand-carried request as a high priority and it still took over a week.

The good news is the authorization does not expire so as long as you have current copies of the procedures you're able to participate in future MMSTF Seminars at KDZB.

See you soon – Safe Flight!

David J. McVinnie, MCFI DPE
MMSTF Associate Instructor

Attachments:

FAA Letter of Authorization – 7 pages
KDZB Approach Procedures; RNAV 17, RNAV 35
Takeoff Minimums and Obstacle Departure Procedures (ODP)

There's nowhere you need to be or nothing you need to do that's more important than Safety!



U.S. Department
of Transportation
**Federal Aviation
Administration**

14 CFR Part 91 Operations

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Part A

| | HQ | CONTROL DATE | EFFECTIVE DATE | AMENDMENT NUMBER |
|--------------------------------|------------|--------------|----------------|------------------|
| 001 Issuance and Applicability | 07/14/2011 | 03/13/2013 | 0 | |
| 004 Summary of Authorizations | 08/31/2004 | 03/13/2013 | 0 | |



14 CFR Part 91 Operations

Waiver or Letter of Authorization **Issuance and Applicability**

1. These documents are issued to McVinnie Aviation, whose principal base of operation is located at:

Primary Business Address:
8219 Camino Paisano NW
Albuquerque, New Mexico 87120

2. A change in the aircraft base of operations location constitutes an administrative change only to this Letter of Authorization (LOA) A001 and would not require nor preclude a new inspection.

a. The existing authorizations, deviations, waivers, etc., are still valid and not intended to be reissued due to a change in the operator's base of operations.

b. If the operator relocates its principal base of operations (address) listed in subparagraph 1 above, it must notify, in writing, the losing Flight Standards District Office (FSDO) of its new location and mailing address within 30 calendar days following relocation and, advise the losing FSDO of the receiving FSDO where the operator proposes to do business.

3. The attached waivers, authorizations, and/or deviations are effective as of the "Date Approval is Effective" listed in each authorizing document, and those issued without an expiration date shall remain in effect as long as the party listed in subparagraph 1 above continues to meet all appropriate Parts of the CFR or until any of the following:

- a. It is voluntarily surrendered by the operator,
- b. The operator ceases to be the operator of the aircraft listed in the applicable authorization,
- c. It is surrendered or revoked for cause by the FAA,
- d. The person signing the authorizing document relinquishes responsibility,
- e. The aircraft changes ownership and should be removed from the authorizing document,
- f. An aircraft or listed equipment is no longer used for that operation and should be removed from the authorization,
- g. An aircraft or other equipment needs to be added to the existing authorizing document,
- h. An aircraft listed on the authorization changes nationality numbers,
- i. An aircraft listed on the authorization is issued an experimental, special airworthiness certificate for research and development (R&D) or changes projects associated with an experimental, special airworthiness certificate for the purpose of R&D.



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4. If the Responsible Person as the signee changes for an authorization, the Responsible Person or the operator should notify the issuing office of the change within 30 days and request an updated LOA.

HQ Control: 07/14/2011

HQ Revision: 020

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.




Digitally signed by John Wensel, Manager (SW01)

[1] SUPPORT INFO: Initial Authorization

[2] EFFECTIVE DATE: 3/13/2013, [3] AMENDMENT #: 0

DATE: 2013.03.13 14:45:16 -05:00

I hereby accept and receive this Waiver or Authorization.



McVinnie, David J, Responsible Person-Crew Ops 14 MAR 13
Date



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Part C

| | HQ CONTROL DATE | EFFECTIVE DATE | AMENDMENT NUMBER |
|---|--------------------|-------------------|---------------------|
| 081 Special Non 14 CFR Part 97 Instrument Approach or Departure Procedures | 04/11/2006 | 03/13/2013 | 0 |



14 CFR Part 91 Operations

Letter of Authorization

Special Non 14 CFR Part 97 Instrument Approach or Departure Procedures

1. The operator listed at the bottom of this Letter of Authorization (LOA) is authorized to conduct operations using the Special non CFR Part 97 terminal instrument approach or departure procedures listed in Table 1 below at the specified airports provided the operation is conducted in accordance with the limitations and provisions in the Special Terminal Instrument Procedures described in this LOA.

Table 1 - Airports and Special Terminal Instrument Procedures

| Airport Ident. | Special Terminal Instrument Procedures |
|----------------|--|
| KDZB | RNAV (GPS) RWY 17, RNAV (GPS) RWY 35 |

2. Flightcrew training is conducted by Malibu/Mirage Safety & Training Foundation. In accordance with 14 CFR Sections 91.3 and 91.703 (a) (1) (2) and ICAO Annex 2 (Rules of the Air), paragraph 2.3.2 (Pre-flight action) crews are responsible for the equipment and special procedures to be used.

3. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, email address, and telephone number in Table 2 of the Responsible Person signing this LOA:

Table 2 – Responsible Person

| Name | Email Address | Telephone Number |
|-------------------|-----------------------------|------------------|
| McVinnie, David J | DTM@MCCVINNIE AVIATION .COM | 505-328-9032 |

HQ Control: 04/11/2006

HQ Revision: 000



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Administration

14 CFR Part 91 Operations

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by John Wensel, Manager (SW01)

[1] SUPPORT INFO: Initial Authorization

[2] EFFECTIVE DATE: 3/13/2013, [3] AMENDMENT #: 0

DATE: 2013.03.13 14:49:39 -05:00

I hereby accept and receive this Waiver or Authorization.

14 MAR 13

McVinnie, David J, Responsible Person-Crew Ops Date



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14 CFR Part 91 Operations

Letter of Authorization Summary of Authorizations

The operator, in accordance with the reference documents, is authorized to:

Use Special non CFR Part 97 terminal instrument approach or departure procedures in accordance with LOA C081.

Reference
Paragraphs

C081

HQ Control: 08/31/2004

HQ Revision: 000

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by John Wensel, Manager (SW01)
[1] SUPPORT INFO: Initial Authorization
[2] EFFECTIVE DATE: 3/13/2013, [3] AMENDMENT #: 0
DATE: 2013.03.13 14:45:17 -05:00

I hereby accept and receive this Waiver or Authorization.

McVinnie, David J, Responsible Person-Crew Ops

14 MAR 13

Date

KDZB
HORSESHOE BAY RESORT

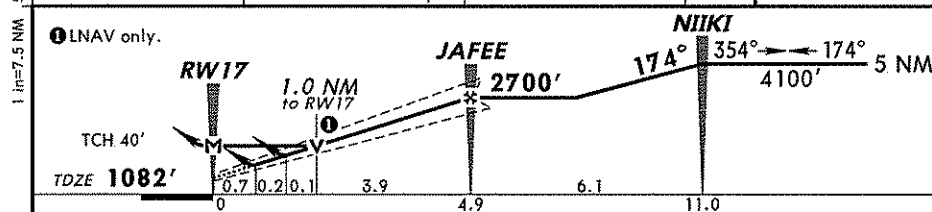
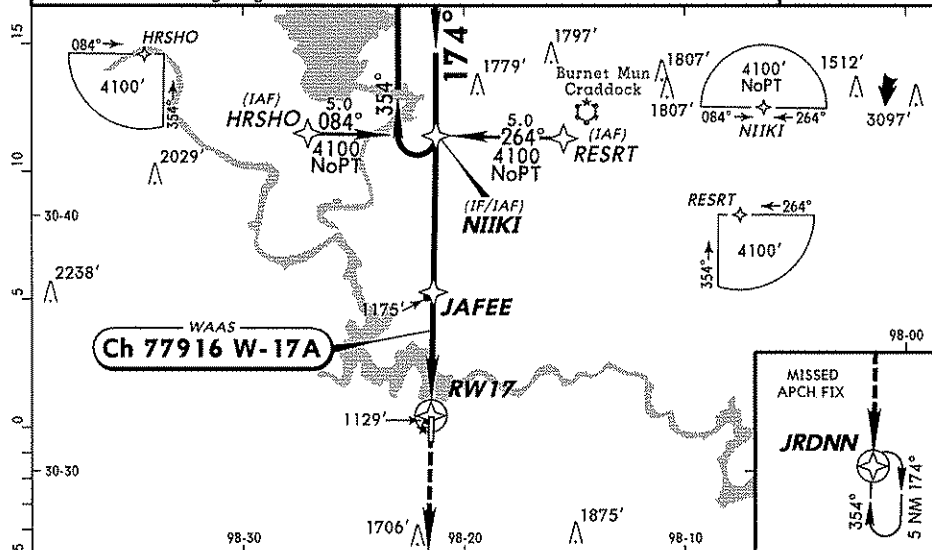
PRIVATE
14 SEP. 12 **(22-7)** CAT A, B & C

AUSTIN, TEXAS
RNAV (GPS) Rwy 17

BRIEFING STRIP 70A

| | | | | | |
|--|----------------------------------|---|--|-------------------------------------|--|
| AWOS | | HOUSTON Center | | HORSESHOE BAY RESORT UNICOM | |
| 119.77 | | 134.2 | | CTAF 122.8 | |
| WAAS Ch 77916 W-17A | Final Apch Crs 174° | Minimum Alt JAFEE 2700' (1618') | LPV DA(H) (CONDITIONAL) 1332' (250') | Apt Elev 1093' TDZE 1082' | |
| MISSED APCH: Climb to 4100' direct JRDNN and hold, continue climb-in-hold to 4100'. | | | | | |
| Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' | | | | | |
| 1. Use local altimeter setting; if not received, use Burnet altimeter setting. 2. VDP and Baro-VNAV not authorized when using Burnet altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 54°C (130°F). 5. Pilot controlled lighting 122.8. | | | | | |

TAA
30 NM
IAF



| Gnd speed-Kts | 70 | 90 | 100 | 120 | 140 | 160 | | | |
|------------------------|-----|-----|-----|-----|-----|-----|--|--|--|
| Glide Path Angle 3.00° | 372 | 478 | 531 | 637 | 743 | 849 | | | |
| MAP at RW17 | | | | | | | | | |

| STRAIGHT-IN LANDING RWY 17 | | |
|----------------------------------|--|------------------------------------|
| With Local Altimeter Setting | | |
| LPV DA(H) 1332' (250') | LNAV/VNAV DA(H) 1399' (317') | LNAV MDA(H) 1420' (338') |
| A | 1 | 1 |
| B | 1 1/4 | 1 |
| C | NA | NA |
| D | NA | NA |

| With Burnet Altimeter Setting | | |
|----------------------------------|--|------------------------------------|
| LPV DA(H) 1392' (310') | LNAV/VNAV DA(H) 1459' (377') | LNAV MDA(H) 1480' (398') |
| A | 1 1/4 | 1 |
| B | 1 1/2 | 1 |
| C | NA | NA |
| D | NA | NA |

CHANGES: Chart reindexed.

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KDZB

HORSESHOE BAY RESORT

PRIVATE

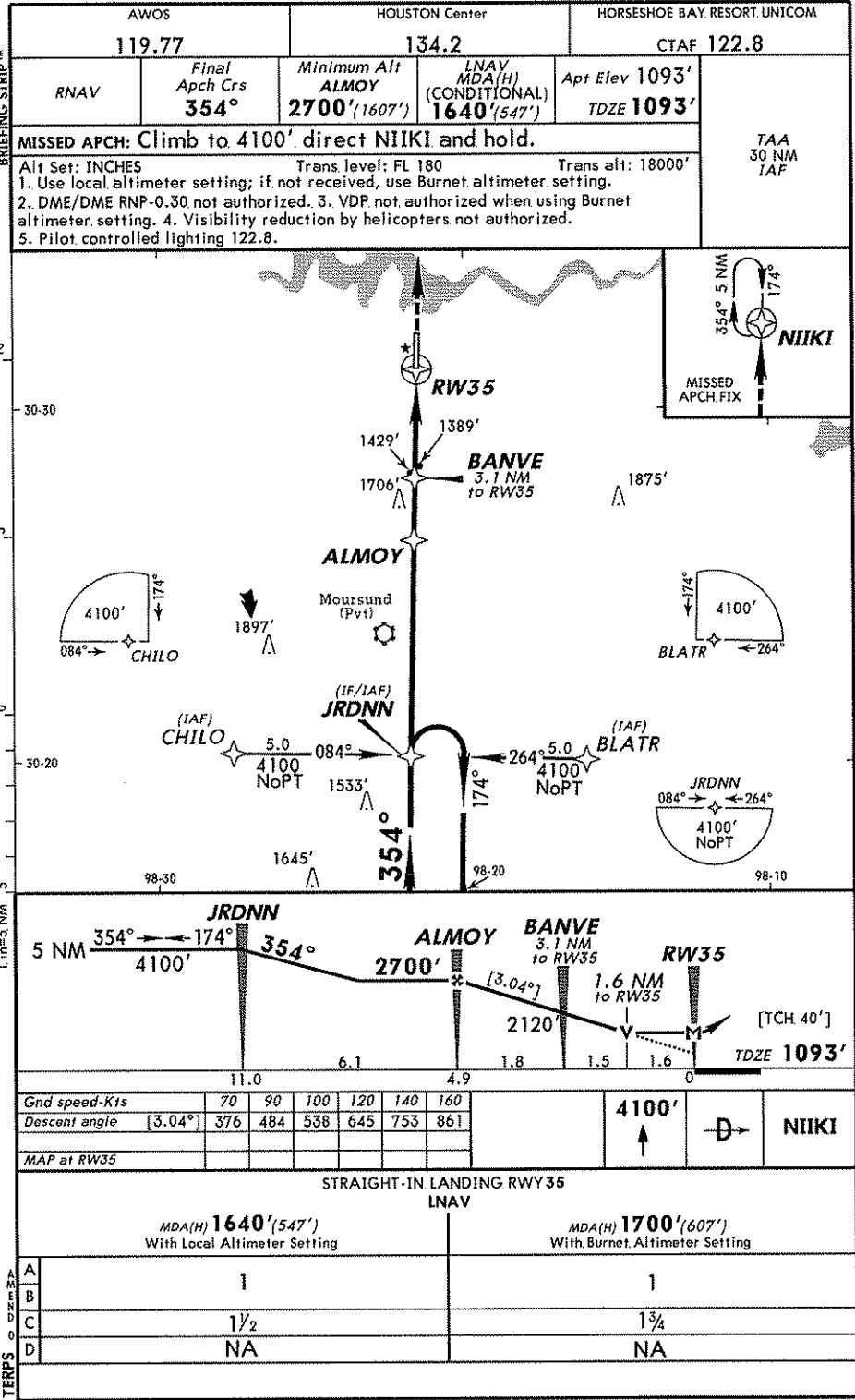
14 SEP 12

22-8

CAT A, B & C

AUSTIN, TEXAS

RNAV (GPS) Rwy 35



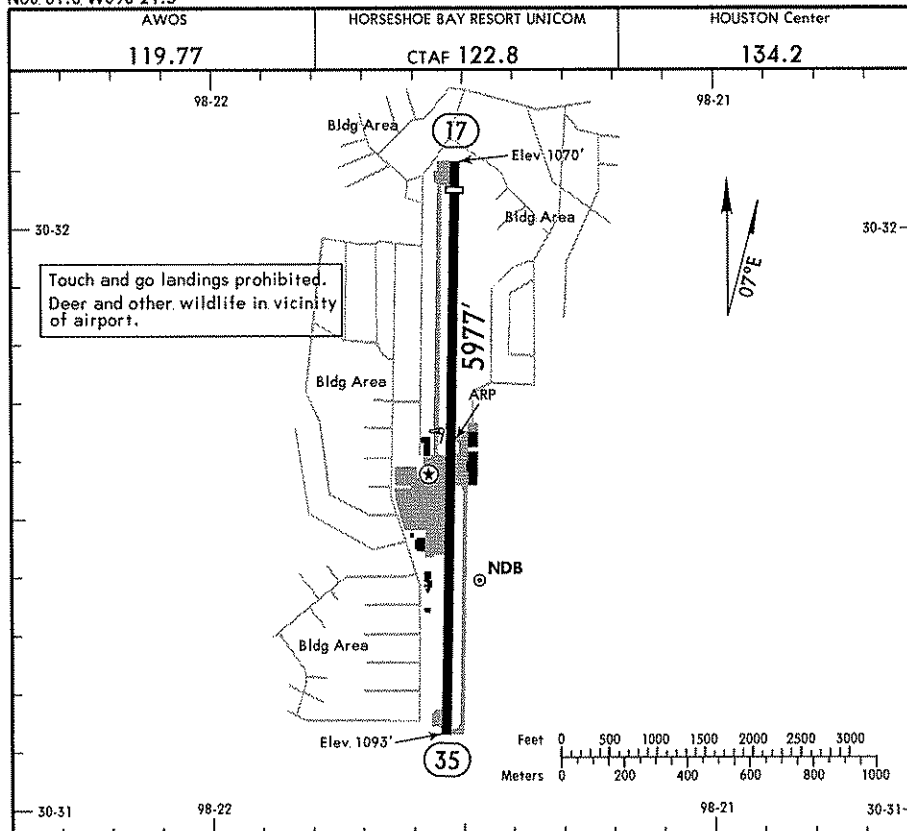
KDZB

Apt Elev **1093'**
N30 31.6 W098 21.5

PRIVATE

14 SEP 12 **(20-9)**

AUSTIN, TEXAS
HORSESHOE BAY RESORT



| ADDITIONAL RUNWAY INFORMATION | | | | | |
|-------------------------------|-----------------|----------------|----------------|----------|-------|
| RWY | | USABLE LENGTHS | | TAKE-OFF | WIDTH |
| | | Threshold | Landing Beyond | | |
| 17 | ① HIRL ① VASI-L | 5677' | | | 100' |
| 35 | ① HIRL | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |

① Activate on 122.8.

| TAKE-OFF | | | FOR FILING AS ALTERNATE | |
|-----------|------------------|-----|-------------------------|----|
| All Rwys | | | | |
| | Adequate Vis Ref | STD | | |
| | | | | |
| 1 & 2 Eng | 1/4 | 1 | A | NA |
| 3 & 4 Eng | | 1/2 | B | |
| | | | C | |
| | | | D | |

CHANGES: Chart reindexed.

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U.S. DEPARTMENT of TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

TAKEOFF MINIMUMS AND OBSTACLE DEPARTURE PROCEDURES (ODP)

Bearings, headings, courses, tracks, and radials are magnetic. Elevations and altitudes are in feet, MSL. Altitudes are minimum altitudes unless otherwise indicated. Ceilings are in feet above airport elevation. Distances are in nautical miles. Visibilities are in statute miles or feet RVR unless otherwise indicated.

(1) TAKEOFF MINIMUMS:

RWY 35, STANDARD.

RWY 17, STANDARD WITH MINIMUM CLIMB OF 247 FEET PER NM TO 2100.

(2) TEXTUAL DEPARTURE PROCEDURE:

(3) TAKEOFF OBSTACLE NOTES: NOTE: RWY 17, TREES BEGINNING 2383' FROM DER, 219' LEFT OF CENTERLINE, UP TO 52' AGL/1189' MSL. TERRAIN 191' FROM DER, 209' RIGHT OF CENTERLINE, 0' AGL/1099' MSL.

(4) CONTROLLING OBSTACLES:

RWY 17: 1795 MSL AAO 302712.38N/0982206.59W

| | | | |
|--------------------------------------|--|--------------------------------------|------------------------------|
| (5) City, State AUSTIN, TX | (6) Airport HORSESHOE BAY RESORT AIRPORT | (7) Effective Date SPECIAL | (8) Amdl. No. ORIG |
|--------------------------------------|--|--------------------------------------|------------------------------|